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1. The	end of the sou	thern broad ga	uga lin a into Rum	ania from the Soviet	Union
	et Romi, mear I		a main wail imaat	ion for southern and	· · · · · · · · · · · · · · · · · · ·
Russ	sia and the Ura	l area, are we	11 equipped with	new rolling stock. I of between 50 and 60	The
3. A do	puble-tracked so propetrovsk.	idelino was bu	ilt at the end of	the war from Kharkov	to
4. A si	deline has recomber 1947).	ently been com	ploted between Mar	andish and Kuibyshev.	(5
5. The d	ouble-tracked (lorki-Mescov li	ine is in full ope	aration. (2 December	1947)
6. The to N	following lines ovember 1947):	s have been ful	Lly repaired and a	ure carrying traffic	(prior
		Vitebak - Gone			
		Mogillev - Bori Sevastopol - I Kharkov - Poli Yaroslavl - Mo	Derkov – Kursk brva	•	
7. A do	uble-track line mber 1947)	is under cons	struction from Kon	notop to Kramenchug.	(Prior to
8. The :	main station of	Gorki is beir	ng onlarged and mo	dernized. (Prior to	November
9. A si	de line between	Schluzeelburg	and Sherem was o	completed in 1946-47.	
10. The	line Velizh-Vit	obak was fully	operating again	in 1946.	
11. A ner (194	w rail my line 7)	is under const	ruction from Bord	ichev to Starakonsta	awnov.
12. The :	railrow f	rom Odessa to	Balta and Olgopol	has been completely	
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The double-track branch line from Berezovka to Mikelsev has been repaired and is functioning again. (Autumn 1946-July 1947)

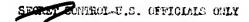
- 13. The line from Nikolaev to Odessa has been repaired; however, the bridge over the Bug is still out of commission and trains must cross the river by ferry. (Prior to October 1947)
- 14. The readbed of the railway line from Serdobek via Rtishchevo and Kirsanov to Tambov is being relaid. (1947)
- 15. A single-track line is under construction from Serdobek to Bekovo to join the existing branch line from Kirsenov. (1947)
- 16. In 1946, a line was built from Medverhinsk to Temishbekskeya.
- 17. Construction of a narrow-gauge railway, 146 kms long, between Kurgan Tyube (37050'N, 68045'E) and Kulyab (37055'N, 69045'E) had begun as of 9 July 1947. The line is scheduled to be in full working order toward the end of the present Five Year Plan.

 | Convent: This is probably a con-50X1-HUM timestion of the Stalinahad-Kurgan Tyube line, built in 1945.)
- 18. Surveying for a new railway from Mogillov via Zhlobin and Rechitca to Kiev was begun in March 1947.
- 19. A new double-track railway has been laid from Izhevsk to the industrial area of the Northern Urals (Narch-December 1947) 50X1-HUM
- 20. The Kazan-Yatke and Kazan-Kuibyshov rail lines are double-tracked. (1947)
- 21. The Poltava-Kiev line has been double-tracked. (1947)
- 22. There is double-track rail line from Kirovahed to Shusha. From a point 20 kilometers west of Tauz, a line was indicating the war leading into the hills in the direction of Dilizhan.

 Comment: The new road and railable to Dilizhan are believed to have been constructed because of the ex- 50X1-HUM ploitation of new ore deposite in the Dilizhan hills.)
- 23. A double-track rail line has been built from Nikolaev to Kherson. The principal rail line from Nikolaev to Kiev is in service.

Roads

- 24. I first class asphalt read is under construction from Kirsanov via Tambov to Koslov. (1947)
- 25. A road from Uglich to Rybinsk, roughly 100 kilometers long, was finished toward the end of 1946. The road has a good rubble foundation, paved surface, and a width of 12 meters.
- 26. The road from Odessa to Tirespol has been relaid and has two roadways of five to seven meters each. (Autumn 1946 to July 1947)
- 27. A road has been completed from Berdichev to Cherkassy. This road is five meters wide. (July 1947)
- 28. A new read is planned and surveyed, linking Kotlas with Velogda via Veliki Ustyug. A read bridge over the Sukhona river, with a capacity of 40 tons, has been completed as part of this plan. (July 1947
- Corduroy roads built by the Germans in the Vellzh area have been improved and emlarged by the "ussians. A very good corduroy read links Velizh with Gorodok, (1947)



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- 30. An Autobalin is under construction from Kezen to Izhavsk as an extension of the Meseou-Svardlovak Autobalm. This stretch is 350 kilometers long. By June 1946, 200 kilometers had been completed. At they time, the road was divided into five sections, on each of which 5,000 men were employed. The road is built on the pattern of the German Autobalm, with divided double-lanes seven meters wide. The road is asphalted and has a rubble base one meter deep. The Autobalm passes through the localities of Larets and Vodelminskoye.
- 31. A road has been completed from lingulev to Staro Bikhov. It is five meters wide and is for the most part concreted. (Prior to November 1947)
- 32. The following roads are open to traffic (2 December 1947):

Gorki-Moscow: Asphalted, five maters wide; open for all traffic; all bridges on this road are of concrete with iron traverses.

Kazer-Leishev-Vermedish: Asphalted at the beginning of 1947.

Kharkov-Rostov

Kurrk-Kharkov: Asphalted.

- 33. The road from Shusha to Elisavetpol (Azərbaidzhan) is six meters wide, has a surface of rolled rubble, and is in good condition. Other roads in this area are in extremely bad condition and are frequently swept away by rain.

 (December 1947)
- 34. The road from Kharkov via Poltava to Kramanchug is in extremely good condition, has an asphalted curface, and is six noters wide. (December 1947)
- 35. The road from Korsak-Wogila to Melitopol is asphalted and in good condition; the remaining roads in this area are little better than footpaths. (December 1947)
- 36. In 1946, a new road was constructed from Chistopol to Kazan. This road is five maters wide and has a stone and flint base.
- 37. The roads from Tin to Dyalgored and to Voroneah have been reconditioned with a strong rubble foundation and paved surface. (March-December 1947)
- 38. The highway from Ivanove to Moscow has been relaid; it is a double readway. Each rendway is between six and seven meters wide. (March-December 1947)
- 39. The road from Mikolaev to Kherson has been put into service again. (1947)
- 40. A good road leads from Tauz to Dilishen in the Casucasus. (1947)

Bridges

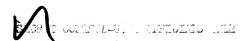
- 41. A bridge was built over the Kern river, north of Chistopol, on the Chistopol-Mazen road. This bridge has concrete piers and a wooden superstructure; its carrying capacity exceeds 40 tons. (December 1947)
- 42. Thirteen kilometers south of Kemenete Podelsk, an 800 meter-long railway bridge to under construction over the Dniestr. (2 December 1947)
- 43. Work was tegun in June 1946 on the construction of a road bridge over the Vyatka at Emadish. Because of faulty worksanship, it was pulled down in the autumn of 1946. In April 1947, a fresh start was made and the bridge was practically completed in October. It is constructed entirely of concrete, has a load capacity of 150 tons, and a broadth of 3 meters. Icebreakers are attached to the piers to protect it from drift ice.

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ast.

- A4. A bridge over the Dniepr on the Hogilev-Chaucei road has just been completed. It has a concreted superstructure and roadway and a carrying capacity of over 30 tons. A second bridge, slightly downstream from that above, was swept every by the current while still under construction and has not been replaced. (Prior to Hovember 1947)
- 45. Boar Kherson, a large bridge has been built over the Dniepr in the direction of Alashki. This bridge is of concrete and has a load capacity of 150 tons (1947)
- 46. The railroad bridges near Kineshma which were destroyed have been rebuilt in concrete with a load capacity of 60 tens. (1947)



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